THE 18 CITIES AND COUNTY GOVERNMENTS ARE SANDAG SERVING AS THE FORUM FOR REGIONAL DECISION-MAKING.

SANDAG BUILDS CONSENSUS, MAKES STRATEGIC PLANS, OBTAINS AND ALLOCATES RESOURCES, PLANS, ENGINEERS, AND BUILDS PUBLIC TRANSIT, AND PROVIDES INFORMATION ON A BROAD RANGE OF TOPICS PERTINENT TO THE REGION'S QUALITY OF LIFE.
Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Also, members of the public are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Board of Directors may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under Meetings on the SANDAG Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG offices are accessible by public transit. Phone 511 or see 511sd.com for route information.
BOARD OF DIRECTORS AGENDA  
Friday, October 23, 2009

ITEM #  RECOMMENDATION

+1.  APPROVAL OF MEETING MINUTES  APPROVE

  +A. SEPTEMBER 11, 2009, BOARD POLICY MEETING MINUTES
  +B. SEPTEMBER 25, 2009, MEETING MINUTES

2.  PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.

+3.  ACTIONS FROM POLICY ADVISORY COMMITTEES  APPROVE

This item summarizes the actions taken by the Borders Committee on September 25, the Regional Planning Committee on October 2, the Executive Committee on October 9, and the Transportation and Public Safety Committees on October 16, 2009.

CONSENT ITEMS (4 through 9)

+4.  ANNUAL MEETING CALENDAR (Kim Kawada)  APPROVE

The Board of Directors is asked to approve the meeting calendars for the Board and the Policy Advisory Committees for the upcoming year.

+5.  REGIONAL COMPREHENSIVE PLAN ANNUAL PERFORMANCE MONITORING REPORT PROPOSED SCHEDULE (Christine Eary)  APPROVE

Monitoring our progress in implementing the Regional Comprehensive Plan (RCP) occurs on an annual basis. To ensure the timeliness of the data reported and in recognition of the current schedule for the 2050 Regional Transportation Plan, the Regional Planning Committee recommends that the Board of Directors approve revision of the annual RCP Performance Monitoring Report schedule to reflect release of the draft by the Regional Planning Committee each May and consideration by the Board of Directors each June.
+6. CONGESTION MANAGEMENT PROGRAM PROCESS (Heather Werdick) INFORMATION

SANDAG is required by state law to prepare and regularly update a Congestion Management Program (CMP) for the San Diego region. The last CMP update was adopted by SANDAG in November 2008. On May 8, 2009, the Board of Directors directed staff to work with local jurisdictions to prepare resolutions electing to opt out of the state CMP process. A majority of the jurisdictions representing a majority of the population have adopted resolutions electing to opt out of the state CMP.

+7. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Lauren Warrem)* INFORMATION

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarizes certain delegated actions taken by the Executive Director since the last Board meeting.

+8. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada) INFORMATION

Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting.

+9. SANDAG’S ROLE IN 2010 CENSUS PLANNING (Kristen Rohanna) INFORMATION

This item summarizes SANDAG’s role as the Regional Census Data Center for the San Diego region. In this role, SANDAG is assisting both the Census Bureau and member agencies preparing for the upcoming 2010 census.

**CHAIR’S REPORT (10)**

10. RECOGNITION OF HIRE-A-YOUTH AMBASSADOR PROGRAM (Anne Steinberger) INFORMATION

SANDAG collaborated with San Diego Workforce Partnership to tap into the Hire-A-Youth program that was funded as part of the federal American Recovery and Reinvestment Act. The U.S. Department of Labor allocated funds for summer work-readiness training and paid work experience for youth in San Diego County. More than 60 youth assisted SANDAG, MTS, and NCTD with Compass Card and other transit outreach during the summer. SANDAG will recognize officials for their efforts.
+11. **FIRST READING OF AN AMENDMENT TO ORDINANCE NO. 04-01 (SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM ORDINANCE AND EXPENDITURE PLAN) TO REVISE ENVIRONMENTAL MITIGATION PROGRAM PRINCIPLE NO. 10 (Chair Lori Holt Pfeiler, Rob Rundle)**

The current TransNet Extension Ordinance and Expenditure Plan requires the Board of Directors to act on additional regional funding measures to meet the long-term requirements for implementing habitat conservation plans in the San Diego region no later than six years after the passage of the TransNet Extension. Due to economic conditions and tasks necessary to successfully meet that obligation, the Board of Directors, acting as the San Diego Regional Transportation Commission, is asked to conduct the first reading of an amendment to the TransNet Ordinance to extend the deadline for acting on additional regional funding measures to meet the long-term requirements for implementing habitat conservation plans in the San Diego region by two additional years to 2012.

+12. **PROPOSED STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY FINANCIAL STRATEGY (Second Vice Chair Jack Dale, Transportation Committee Chair; Mario Orso, Caltrans District 11, and Marney Cox)**

SANDAG, in cooperation with Caltrans, the U.S. General Services Administration, and other stakeholders, is proposing to develop the new Otay Mesa East Port of Entry and State Route 11. The improvements on the U.S. side of the border are expected to cost between $615 million and $715 million and will be funded through tolls, fees, and other revenues. The Transportation Committee recommends that the Board of Directors direct staff to implement the approach outlined in the report, to develop the financial team that would work with Caltrans and SANDAG staffs to develop and implement the financial strategy for the project.

+13. **RECOMMENDATIONS FROM THE 2009 BINATIONAL SEMINAR "CHALLENGES AND OPPORTUNITIES FOR CROSSBORDER CLIMATE CHANGE COLLABORATION" (Imperial Beach Councilmember Patricia McCoy, Borders Committee Chair; Hector Vanegas)**

This report presents highlights from the June 2009 binational seminar, entitled “Challenges and Opportunities for Crossborder Climate Change Collaboration.” The Borders Committee recommends that the Board of Directors approve the recommendations from the 2009 binational seminar.
14. FINANCIAL MARKET STATUS (Lauren Warrem and Marney Cox) INFORMATION

This monthly briefing is designed to keep the Board of Directors informed about the latest developments in the financial markets, the economy, and revenue forecasts, and the strategies we are exploring and implementing to minimize possible impacts to SANDAG.

15. COMPASS CARD STATUS UPDATE (James Dreisbach-Towle) INFORMATION

Staff will provide the Board of Directors with an update on recent Compass Card project activities and the status of the public launch.

16. UPCOMING MEETINGS INFORMATION

Due to the Thanksgiving holiday schedule, the next regular Business meeting will be held on Friday, November 20, 2009 (third Friday), at 9 a.m. Please note that there is no Board Policy meeting scheduled for November.

17. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego Regional Transportation Commission item
BOARD OF DIRECTORS DISCUSSION AND ACTIONS

SEPTEMBER 11, 2009

Chair Lori Holt Pfeiler (Escondido) called the meeting of the SANDAG Board of Directors to order at 10:08 a.m. The attendance sheet for the meeting is attached.

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Michael Toney, a member of the public, provided information on electric power generation technology.

Lorena Flores, representing the City of Tijuana, invited Board members on behalf of Tijuana Mayor Jorge Ramos to attend the Mexican Independence Day celebration on Tuesday, September 15, 2009. She asked members to contact her if they had any questions.

Councilmember Lesa Heebner (Solana Beach) distributed a memo that outlines the City's concerns regarding California Environmental Quality Act (CEQA) streamlining in Senate Bill 375 (Steinberg, 2008).

REPORTS (2 through 3)

2. REGIONAL PLANNING STAKEHOLDERS WORKING GROUP MEMBERSHIP (APPROVE)

At its May 22, 2009, meeting, the Board of Directors approved the establishment of the Regional Planning Stakeholders Working Group to advise on the 2050 Regional Transportation Plan and other related initiatives. The Transportation and Regional Planning Committees recommend that the Board of Directors approve the slate of members and alternates indicated in Tables 1 and 2 to serve as at-large citizen representatives on the Regional Planning Stakeholders Working Group.

First Vice Chair Jerome Stocks (Encinitas) introduced this item and presented the recommendations. He expressed thanks to the selection committee and SANDAG staff in this effort.

Action: Upon a motion by First Vice Chair Stocks and second by Councilmember Carrie Downey (Coronado), the Board of Directors approved the slate of members and alternates to serve as at-large representatives on the Regional Planning Stakeholders Working Group as indicated in Tables 1 and 2 of this agenda report. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Carlsbad and Oceanside.
3. **2050 REGIONAL TRANSPORTATION PLAN: VISION AND GOALS (DISCUSSION)**

Solutions to our region’s transportation needs require a comprehensive planning effort that coordinates land use and transportation and develops an integrated, multimodal transportation system. The Regional Transportation Plan (RTP) contains specific public policies and strategies, as well as projects and programs aimed at meeting the diverse mobility needs of our growing and changing region. In June 2009, the Board of Directors received a report on the work program and schedule for the 2050 RTP, which is scheduled for adoption in July 2011. The Board of Directors is asked to discuss and provide policy direction for the 2050 RTP goals and objectives.

Heather Werdick, Senior Planner, provided the staff report.

Chair Pfeiler noted there were several requests to speak on this item.

Theresa Quiroz, a member of the public, provided comments on the 2050 RTP vision and goals as follows: Incorporate the policies of Assembly Bill 32 (Nunez, 2006) into the 2050 RTP to the maximum extent possible, include penalties for jurisdictions that do not fully embrace the RTP and that jeopardize the ability of the region to reach the greenhouse gas emission levels required by law, come to distinct conclusions on how to fund ongoing operations for the whole transit system, and have as one of the RTP goals putting transit first.

Duncan McFetridge, representing Save Our Forests and Ranchlands (SOFAR), asked the Board to seriously consider making changes to this document in accordance with Ms. Quiroz’s request.

Elyse Lowe, Executive Director of Move San Diego, was excited about the goals contained in this document. She recommended taking a strong look at reducing vehicle miles traveled (VMT) and the benefits of VMT reduction as part of the 2050 RTP update. Ms. Lowe also invited SANDAG Board members to a Move San Diego event on September 29, called the “Green Dividend.”

Chuck Anders, President of Strategic Initiatives, facilitated the interactive portion of the meeting to ascertain Board member opinions on the proposed 2050 RTP vision and goals.

4. **UPCOMING MEETINGS**

The next Business meeting is scheduled for Friday, September 25, 2009, at 9 a.m. The next Policy meeting is scheduled for Friday, October 9, 2009, at 10 a.m.

20. **ADJOURNMENT**

The meeting was adjourned at 11:49 a.m.

DGunn/M/DGU
<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Carlsbad</td>
<td>Matt Hall (Member)</td>
<td>No</td>
</tr>
<tr>
<td>City of Chula Vista</td>
<td>Cheryl Cox (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Coronado</td>
<td>Carrie Downey (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Del Mar</td>
<td>Crystal Crawford (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of El Cajon</td>
<td>Mark Lewis (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Encinitas</td>
<td>Jerome Stocks, 1st Vice Chair (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler, Chair (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Imperial Beach</td>
<td>Jim Janney (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of La Mesa</td>
<td>Dave Allan (1st. Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Lemon Grove</td>
<td>Mary Sessom (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of National City</td>
<td>Ron Morrison (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Oceanside</td>
<td>James Wood (Member)</td>
<td>No</td>
</tr>
<tr>
<td>City of Poway</td>
<td>Don Higginson (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego – A</td>
<td>Anthony Young (1st. Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego - B</td>
<td>Ben Hueso (Primary, Seat B)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Marcos</td>
<td>Jim Desmond (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Santee</td>
<td>Jack Dale (2nd Vice Chair)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Solana Beach</td>
<td>Lesa Heebner (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Vista</td>
<td>Judy Ritter (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>County of San Diego - A</td>
<td>Dianne Jacob (Primary, Seat A)</td>
<td>Yes</td>
</tr>
<tr>
<td>County of San Diego - B</td>
<td>Pam Slater-Price (Primary, Seat B)</td>
<td>Yes</td>
</tr>
<tr>
<td>Caltrans</td>
<td>Bob Pleplow (1st. Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>MTS</td>
<td>Ron Roberts (1st. Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>NCTD</td>
<td>Bob Campbell (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Imperial County</td>
<td>Vacant (Member)</td>
<td>No</td>
</tr>
<tr>
<td>US Dept. of Defense</td>
<td>CAPT Keith Hamilton (Member)</td>
<td>No</td>
</tr>
<tr>
<td>SD Unified Port District</td>
<td>Scott Peters (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>SD County Water Authority</td>
<td>Mark Muir (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Baja California/Mexico</td>
<td>Remedios Gómez-Arnau (Member)</td>
<td>No</td>
</tr>
<tr>
<td>Southern California Tribal Chairmen’s Association</td>
<td>Robert H. Smith (Member)</td>
<td>No</td>
</tr>
</tbody>
</table>
Chair Lori Holt Pfeiler (Escondido) called the meeting of the SANDAG Board of Directors to order at 9:06 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF JULY 10 AND 24, 2009, MEETING MINUTES (APPROVE)

   Action: Upon a motion by Supervisor Pam Slater-Price (County of San Diego), and a second by Councilmember Carrie Downey (Coronado), the SANDAG Board of Directors approved the minutes from the July 10 and July 24, 2009, meetings.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   Chair Pfeiler announced that SANDAG recently received two awards. The South County Economic Development Corporation awarded SANDAG the Binational Endeavor Award, which recognizes SANDAG for its “leadership and commitment to continue fostering relationships and promote economic growth on both sides of the border.” The Government Financial Officers Association awarded SANDAG the Certificate of Achievement for Excellence in Financial Reporting for its FY 2008 Comprehensive Annual Financial Report (CAFR).

   Councilmember Downey introduced Michael Woiwode, Coronado’s Alternate representative to the Board of Directors.
Clive Richard, a member of the public, commented on acceptable noise levels in residential neighborhoods.

Paul Jablonski, Chief Executive Officer of the Metropolitan Transit System (MTS), announced that the MTS Board approved the order of 57 new low-floor rail cars from Siemens Corporation. These new vehicles will replace the old U2 cars, and will be 9 feet shorter in length than existing vehicles in order to accommodate the block lengths in downtown San Diego. MTS worked with SANDAG staff on this project. All of the funding for this project comes through SANDAG from a variety of sources, including TransNet, Proposition 1B, federal economic stimulus, and others. He said that we will start to receive these vehicles in about two years.

Mayor Mary Sessom (Lemon Grove) introduced Captain Keith Hamilton, the new Department of Defense representative.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

This item summarized the actions taken by the Borders Committee on July 24, the Transportation and Regional Planning Committees on July 31, the Executive Committee on September 11, and the Transportation and Public Safety Committees on September 18, 2009.

Action: Upon a motion by Mayor Sessom and second by Supervisor Slater-Price, the Board of Directors approved the actions taken by the Policy Advisory Committees at the meetings noted above. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – National City.

CONSENT ITEMS (4 through 11)

4. TransNet ENVIRONMENTAL MITIGATION PROGRAM (EMP) STATUS REPORT (INFORMATION)

This item outlined the status, successes, and challenges of implementing the TransNet Environmental Mitigation Program under the Memorandum of Agreement signed in March 2008 by the Board of Directors. This report has been presented to the EMP Working Group, Independent Taxpayer Oversight Committee, and the Regional Planning and Transportation Committees as an information item.

5. SANDAG FEDERAL FY 2009-2010 DISADVANTAGED BUSINESS ENTERPRISE PROGRAM GOAL FOR FTA ASSISTED CONTRACTS AND ANNUAL ANTICIPATED DBE PARTICIPATION LEVEL FOR FHWA ASSISTED (VIA CALTRANS) PROCUREMENTS (APPROVE)

As recipients of U.S. Department of Transportation funds through Caltrans and the Federal Transit Administration (FTA), SANDAG is required to develop and submit annual Disadvantaged Business Enterprise (DBE) goals. The Board of Directors was asked to approve the FY 2010 Annual Anticipated DBE Participation Level for Federal Highway
Administration-assisted projects and an Overall Annual DBE Goal for FTA-assisted projects, as no comments were received during the 45-day public comment period.

6. SOUTHERN CALIFORNIA DISADVANTAGED BUSINESS ENTERPRISE DISPARITY STUDY (ACCEPT)

SANDAG must implement the Federal Disadvantaged Business Enterprise (DBE) Program to receive U.S. Department of Transportation (USDOT) funds from the FTA. Recent court decisions and guidance from USDOT have led SANDAG to reexamine how it implements its DBE Program. Using the disparity study conducted by Caltrans, SANDAG has completed its reevaluation of the DBE Program for Federal Highway Administration-funded projects as described in the previous agenda item. SANDAG has joined four Southern California public transportation agencies in a joint DBE disparity study to reevaluate its DBE Program for FTA-funded projects. The Board of Directors was asked to accept the Southern California DBE Disparity Study relating to FTA-assisted projects for distribution for purposes of a 45-day public comment period.

7. ANNUAL RIDESHARE WEEK (APPROVE)

Each year, SANDAG sponsors Rideshare Week in the San Diego region as a way of highlighting alternative modes to the solo commute. The Board of Directors was asked to approve Resolution No. 2010-03, proclaiming the week of October 5–9, 2009, as Rideshare Week and to encourage member agencies to approve similar proclamations. The report also included information on the region's transportation demand management strategies included in the new iCommute Program.

8. QUARTERLY INVESTMENT REPORT FOR PERIOD ENDING JUNE 30, 2009, AND ANNUAL INTEREST RATE SWAP EVALUATION (INFORMATION)

The SANDAG Investment Policy requires that the Board of Directors be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of June 30, 2009. Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy also requires an annual report and evaluation of all outstanding interest rate swaps.

9. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS – APRIL TO JUNE 2009 (INFORMATION)

This quarterly report summarized the current status of major highway, transit, arterial, traffic management, and transportation demand management (TDM) projects in SANDAG's five-year Regional Transportation Improvement Program (RTIP) for the period April to June 2009.

10. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (INFORMATION)

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarizes certain delegated actions taken by the Executive Director since the last Board meeting.
11. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (INFORMATION)

Board members are to provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting. There are no external meetings or events to report this month.

Action: Upon a motion by Mayor Jim Desmond (San Marcos), and a second by Mayor Sessom, the Board of Directors approved Consent Items Nos. 4 through 11, including Resolution No. 2010-03. Yes - 18. No - 0. Abstain - 0. Absent – National City.

Mayor Cheryl Cox (Chula Vista) asked a question related to Item No. 9, and requested that staff provide specific information on how savings from low bids on South Bay projects would be redistributed. Jose Nuncio, Manager of Financial Programming and Project Control, agreed to provide specific information to respond to that request. He noted that the distribution of project savings would depend on the funding mix for a particular project.

Mayor Cox also asked whether the proposed exchange of North County Transit District’s (NCTD’s) federal transit funds with TransNet funds from the Blue Line Rehabilitation project would cause the Blue Line project to be delayed. Gary Gallegos, Executive Director, assured her that as a TransNet Early Action Project, the Blue Line project has high priority. We expect to start construction on rehabilitation work later this year.

CHAIR’S REPORT (Continued)

13. APPOINTMENT OF NOMINATING COMMITTEE FOR SANDAG BOARD OFFICERS (INFORMATION)

In accordance with SANDAG Bylaws, the Chair will appoint up to a six-person nominating committee for Board officers, made up of Board members from each of the four subregions and a member from the City of San Diego and the County of San Diego. However, the nominating committee shall not include Board members from jurisdictions that have applicants for the Chair or a Vice Chair position on the Board of Directors. The nominating committee will submit its slate of nominees, in writing, for mailing to Board members in or around November.

Chair Pfeiler indicated her nomination of the following to serve on the Nominating Committee for 2010 Board officers: National City Mayor Ron Morrison, Nominating Committee Chair; San Diego Council President Ben Hueso; San Diego County Supervisor Dianne Jacob; El Cajon Mayor Mark Lewis; Oceanside Mayor Jim Wood; and San Marcos Mayor Jim Desmond.

Action: This item was presented for information only.
REPORTS (14 through 23)

14. AMENDMENT TO THE FY 2010 BUDGET: DESTINATION LINDBERGH PLAN IMPLEMENTATION (APPROVE)

Second Vice Chair and Transportation Committee Chair Jack Dale (Santee) introduced this item.

Dave Schumacher, Principal Planner, reported that the San Diego County Regional Airport Authority is moving ahead with advanced planning for the consolidated rental car facility and other on-airport improvements for Phase 1 of the Destination Lindbergh Plan. It is important for SANDAG to start advanced planning work for the Phase 1 intermodal transportation center, and for Caltrans to begin developing capital cost estimates for the freeway connecting ramps.

Public Comments:

Emily Morris, representing Save Our Forests and Ranchlands (SOFAR), questioned this plan and financing that seemed to focus on expanding freeways rather than transit. She also asked that this project be reviewed with the regional interest in mind.

Bill Hauf, a member of the public, supported consolidation of rental car facilities. He expressed a concern about the Intermodal Transit Center (ITC), and suggested that an intensive research study be conducted on what the ITC is intended to accomplish, what it will accomplish, and whether it is in the proper location.

Action: Upon a motion by Mayor Sessom and second by Council President Ben Hueso (City of San Diego), the Board of Directors: (1) approved a budget amendment in the amount of $1,132,137 for OWP #31011, Destination Lindbergh Master Plan for FY 2010 and FY 2011 to allow for advanced planning work on Destination Lindbergh Phase 1 improvements and developing capital costs for the freeway ramps; (2) authorized the Executive Director to negotiate and execute an agreement with the City of San Diego to accept the $200,000 contribution; and (3) approved the programming of contingency reserve in the amount of $138,799, in accordance with Board Policy No. 030. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

15. PROPOSED FUND EXCHANGE WITH NORTH COUNTY TRANSIT DISTRICT TO PROVIDE OPERATING SUPPORT (APPROVE)

Second Vice Chair and Transportation Committee Chair Dale introduced this item.

Action: Upon a motion by Councilmember Matt Hall (Carlsbad) and second by Council President Hueso, the Board of Directors approved the request by the NCTD Board of Directors for an exchange of FTA Section 5307 funding in the amount of $1,313,000 with a like amount of TransNet funds. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - Del Mar and La Mesa.
16. INTERSTATE 15 CORRIDOR EXPRESS LANES: STATE ROUTE 78 – NORDAHL ROAD BRIDGE REPLACEMENT (APPROVE)

Second Vice Chair and Transportation Committee Chair Dale introduced this item.

Corridor Manager Gustavo Dallarda, Caltrans, District 11, provided the staff report indicating that the Nordahl Road Bridge over State Route 78 (SR 78), located just west of the SR 78 interchange with Interstate 15 (I-15), ultimately requires full reconstruction in order to bring it to full design standards. The cities of Escondido and San Marcos have agreed to contribute to the construction of the new bridge as part of a development agreement that requires the addition of capacity to the structure. To avoid widening a bridge that ultimately needs to be replaced, the Transportation Committee recommended approval of this item.

Action: Upon a motion by Mayor Desmond and second by Mayor Jim Wood (Oceanside) the Board of Directors authorized the Executive Director: (1) to execute an agreement that provides a commitment of $10 million from the cities of Escondido and San Marcos to the Nordahl Road bridge project and a transfer by SANDAG of $2 million in savings from favorable bids received on the I-15 Express Lanes North segment to the design of the proposed Nordahl Road bridge replacement project; and (2) execute a transfer of $1 million in savings from favorable bids received on the I-15 Express Lanes North segment to Caltrans under a separate agreement for the design of the westbound auxiliary lane between I-15 and Nordahl Road. Yes –19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

17. 2010 ANNUAL SANDAG BOARD SUMMIT (APPROVAL)

First Vice Chair Jerome Stocks introduced this item and indicated that the Executive Committee recommended approval.

Several Board members provided suggestions for possible Summit speakers.

Action: Upon a motion by Supervisor Slater-Price and second by Councilmember Downey, the Board of Directors approved the topics listed under the Discussion section of the agenda report as the basis for developing the Summit agenda and format for the 2010 SANDAG Board of Directors Summit. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

18. TransNet EMP FIVE-YEAR FUNDING STRATEGY UPDATE, FY 2010 FUNDING ALLOCATION, AND FY 2010 LAND MANAGEMENT GRANT CRITERIA (APPROVE)

Imperial Beach Mayor and Regional Planning Committee Chair Jim Janney introduced this item, and noted that the Regional Planning and Transportation Committees recommended approval.

Keith Greer, Senior Planner, provided the staff report.

Action: Upon a motion by Councilmember Downey and second by Supervisor Slater-Price, the Board of Directors: (1) approved the updated Five-Year Conceptual Funding Strategic
Plan, the proposed management and monitoring activities and budget for FY 2010 totaling $4 million, and, subject to Board Policy No. 017, authorized staff to solicit proposals and enter into contracts or amend existing contracts accordingly; and (2) approved the modifications to the submittal and evaluation criteria for FY 2010 land management grants as described in the report. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

19. FINAL REGIONAL ALTERNATIVE FUELS, VEHICLES, AND INFRASTRUCTURE REPORT (ACCEPT)

Imperial Beach Mayor and Regional Planning Committee Chair Janney introduced this item and indicated that the Regional Planning Committee recommended acceptance.

Andrew Martin, Associate Planner, stated that the Board of Directors approved distribution of the draft Regional Alternative Fuels, Vehicles, and Infrastructure Report at its June 12, 2009, meeting. SANDAG has received public comments and stakeholder input, and this is the final report.

Action: Upon a motion by Councilmember Downey and second by Council President Hueso, the Board of Directors accepted, in substantially the same form as attached to the agenda report, the Final Regional Alternative Fuels, Vehicles, and Infrastructure Report. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

20. THE CONNECT INNOVATION REPORT (INFORMATION)

Duane Roth, CONNECT Chief Executive Officer, provided this presentation on the CONNECT Innovation Report (CIR), an indicator of the economic strength and impact of the innovation economy in San Diego. Published each quarter by CONNECT, the CIR includes new innovation start-ups, angel and venture capital investment, new patent applications and patents granted, research grants, research employment, and business survival rates. Data also is gathered on new innovation business creation in key regions across the state for comparative purposes.

Action: This item was presented for information only.

21. FINANCIAL MARKET STATUS (INFORMATION)

Lauren Warrem, Acting Finance Director, provided information to keep the Board of Directors informed about the latest developments in the financial markets.

Marney Cox, Chief Economist, provided a status report on the economy and sales tax revenue forecasts. He noted that SANDAG staff expects to bring updated sales tax revenue estimates to the Board of Directors in November. In the interim, staff will be working with the transit agencies to identify potential impacts and possible strategies.

Action: This item was presented for information only.
22. **COMPASS CARD STATUS UPDATE (INFORMATION)**

James Dreisbach-Towle, Principal Technical Program Analyst, provided the Board of Directors with an update on recent Compass Card project activities and the status of the public launch.

**Action:** This item was presented for information only.

23. **CLOSED SESSION-CONFERENCE WITH LEGAL COUNSEL IN ANTICIPATION OF LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(b)(3)(C) -THREE POTENTIAL CASES**

Chair Pfeiler adjourned the meeting into a closed session at 10:52 a.m. The meeting was reconvened into open session at 10:57 a.m.

John Kirk, Deputy General Counsel, reported the following out of closed session: the Board of Directors rejected the claims of Susana Lelli, Juan Alejandro Lelli, and Francisco Perez.

24. **UPCOMING MEETINGS**

The next Policy meeting is scheduled for Friday, October 9, 2009, at 10 a.m. The next Business meeting is scheduled for Friday, October 23, 2008, at 9 a.m.

25. **ADJOURNMENT**

The meeting was adjourned at 11:00 a.m.

DGunn/M/DGU
<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Carlsbad</td>
<td>Matt Hall (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Chula Vista</td>
<td>Cheryl Cox (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Coronado</td>
<td>Carrie Downey (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Del Mar</td>
<td>Crystal Crawford (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of El Cajon</td>
<td>Mark Lewis (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Encinitas</td>
<td>Jerome Stocks, 1st Vice Chair (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler, Chair (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Imperial Beach</td>
<td>Jim Janney (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of La Mesa</td>
<td>Dave Allan (1st. Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Lemon Grove</td>
<td>Mary Sessom (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of National City</td>
<td>Ron Morrison (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Oceanside</td>
<td>James Wood (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Poway</td>
<td>Don Higginson (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego - A</td>
<td>Jerry Sanders (Primary, Seat A)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego - B</td>
<td>Ben Hueso (Primary, Seat B)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Marcos</td>
<td>Jim Desmond (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Santee</td>
<td>Jack Dale (2nd Vice Chair)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Solana Beach</td>
<td>Lesa Heebner (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Vista</td>
<td>Judy Ritter (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>County of San Diego - A</td>
<td>Dianne Jacob (Primary, Seat A)</td>
<td>Yes</td>
</tr>
<tr>
<td>County of San Diego - B</td>
<td>Pam Slater-Price (Primary, Seat B)</td>
<td>Yes</td>
</tr>
<tr>
<td>Caltrans</td>
<td>Bob Pieplow (1st. Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>MTS</td>
<td>Harry Mathis (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>NCTD</td>
<td>Bob Campbell (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Imperial County</td>
<td>Wally Leimgruber (Member)</td>
<td>No</td>
</tr>
<tr>
<td>US Dept. of Defense</td>
<td>CAPT Keith Hamilton (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>SD Unified Port District</td>
<td>Scott Peters (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>SD County Water Authority</td>
<td>Mark Muir (Primary)</td>
<td>No</td>
</tr>
<tr>
<td>Baja California/Mexico</td>
<td>Lydia Antonio (Alternate)</td>
<td>No</td>
</tr>
<tr>
<td>Southern California Tribal Chairmen's Association</td>
<td>Robert H. Smith (Member)</td>
<td>No</td>
</tr>
</tbody>
</table>
ACTIONS FROM POLICY ADVISORY COMMITTEES

The following actions were taken by the Policy Advisory Committees since the last Board of Directors meeting.

BORDERS COMMITTEE (September 25, 2009)

The Borders Committee took the following actions or recommended the following approvals:

• Accepted the recommendations from the 2009 Binational Seminar and recommended approval by the Board of Directors.

• Directed staff to prepare additional written comments to the U.S. General Services Administration on the San Ysidro Port of Entry Reconfiguration and Expansion Project.

TRANSPORTATION COMMITTEE MEETING (October 2, 2009)

• This meeting was cancelled.

REGIONAL PLANNING COMMITTEE MEETING (October 2, 2009)

The Regional Planning Committee took the following actions or recommended the following approvals:

• Recommended that the Board of Directors revise the annual RCP Performance Monitoring Report schedule to reflect release of the draft report by the Regional Planning Committee each May and consideration by the Board of Directors each June.

• Recommended that the Executive Committee consider options for potential SANDAG staff involvement in the efforts of San Diego Grantmakers to develop a regional plan to end family homelessness.

EXECUTIVE COMMITTEE MEETING (October 9, 2009)

The Executive Committee took the following actions or recommended the following approvals:

• Approved an amendment to the FY 2010 Budget in the amount of $193,881 to complete the 2009 Onboard Survey and the MTS Taxi Passenger Survey, with funding carried over from FY 2009.

• Approved the agenda for the October 23, 2009, Board of Directors meeting.
TRANSPORTATION COMMITTEE MEETING (October 16, 2009)

The Transportation Committee is scheduled to take the following actions or recommend the following approvals:

- Recommend that the Executive Committee approve for distribution to the California High-Speed Rail Authority initial comments on the Notice of Preparation for the Los Angeles to San Diego via Inland Empire High-Speed Train Corridor.

- Approve a recommended process and criteria for selecting transportation projects for the FY 2011 federal appropriations cycle.

- Approve authorizing the Executive Director to execute a Memorandum of Understanding (MOU) with Metropolitan Transit System (MTS) for a fund transfer of $147,000 to the SANDAG Taylor Street Grade Crossing Improvements project, in substantially the same form as attached to the report, contingent upon approval of the draft MOU by the MTS Board of Directors.

- Approve the draft Rail Grade Separation Evaluation Criteria, and approve Implementation of Option 2 to direct jurisdictions to prioritize, analyze, and submit a consolidated list of grade crossings using the approved criteria within their respective jurisdiction for inclusion in the Regional Grade Separation List.

- Approve adoption of Resolution No. 2010-04, approving Amendment No. 15 to the 2008 Regional Transportation Improvement Program (RTIP).

- Recommend that the Board of Directors direct staff to implement the approach outlined in the report, to develop the financial team that would work with Caltrans and SANDAG staffs to develop and implement the financial strategy for the State Route 11/Otay Mesa East Port of Entry project.

PUBLIC SAFETY COMMITTEE MEETING (October 16, 2009)

The Public Safety Committee is scheduled to take the following actions or recommend the following approvals:

- Amend the FY 2010 Program Budget and Overall Work Program to add a new work element and accept $476,821 in funding for Phase III of the State, Regional, and Federal Enterprise Retrieval System (SRFERS) project from the U.S. Department of Justice.

- Amend the FY 2010 Program Budget and Overall Work Program to add a new work element and accept $282,096 in funding to develop a Geo-Query application that will provide a geographical and time stamp to law enforcement queries (pertaining to vehicles’ license plates) from computers used by officers in the field.

Staff will update the Board of Directors if the actual actions taken by the Transportation and Public Safety Committees on October 16, 2009, differ from those described in this report.

GARY L. GALLEGOS
Executive Director
<table>
<thead>
<tr>
<th>Board of Directors - Policy or Business</th>
<th>Board of Directors - Business</th>
<th>Transportation Committee</th>
<th>Regional Planning Committee</th>
<th>Executive Committee</th>
<th>Public Safety Committee</th>
<th>Borders Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Normally second Friday, 10 a.m. to 12 noon)</td>
<td>(Normally fourth Friday, 9 a.m. to 12 noon)</td>
<td>(Normally first and third Fridays, 9 a.m. to 12 noon)</td>
<td>(Normally first Friday, 12 noon to 2 p.m.)</td>
<td>(Normally second Friday, 9 to 10 a.m.)</td>
<td>(Normally third Friday, 1 to 3 p.m.)</td>
<td>(Normally fourth Friday, 12:30 to 2:30 p.m.)</td>
</tr>
<tr>
<td>March 5, 2010</td>
<td>March 19, 2010</td>
<td>March 5, 2010</td>
<td>March 5, 2010</td>
<td>March 12, 2010</td>
<td>March 19, 2010</td>
<td>March 26, 2010</td>
</tr>
</tbody>
</table>

* Changes to normal meeting schedule shown in **bold**.
- August meetings will be held if needed.

Last Updated: 10/15/2009
REGIONAL COMPREHENSIVE PLAN
ANNUAL PERFORMANCE MONITORING REPORT
PROPOSED SCHEDULE

Introduction

Monitoring our progress in implementing the Regional Comprehensive Plan (RCP) occurs on an annual basis, as prescribed by Chapter 8 of the RCP. In December 2008, the Regional Planning Committee (RPC) requested that staff determine how this information could be provided in a timely manner, so that data is recent and relevant at the time of reporting. Staff has determined that the annual reporting schedule can be improved to reduce data lag time. In addition, the complexities associated with preparation of the next Regional Transportation Plan have resulted in staff resources being diverted from the RCP Performance Monitoring Report effort this year. For these two reasons, staff recommends that the next RCP Performance Monitoring Report be presented to the RPC in May 2010. The RPC reviewed this item at its October 2, 2009, meeting and recommends approval of the revised schedule by the Board of Directors.

Recommendation

The Regional Planning Committee recommends that the Board of Directors approve revision of the annual RCP Performance Monitoring Report schedule to reflect release of the draft by the Regional Planning Committee each May and consideration by the Board of Directors each June.

Discussion

In prior years, the annual RCP Performance Monitoring Report has typically been presented as a draft to the RPC in August of each year, authorized for a 30-day public comment period by the RPC, and subsequently presented to the Board of Directors in October for acceptance. The report generally included data from the prior year; for example, the 2008 RCP Performance Monitoring Report, which staff presented to the RPC in 2008, included data from 2007. This represented a data lag time of up to a year and a half or more in the case of some indicators. When staff presented the last RCP Performance Monitoring Report to the RPC in 2008, the RPC requested that staff determine how this information could be provided in a more timely manner, so that data could still be considered recent and relevant at the time of reporting.

Staff has examined the reporting schedule in light of this request. Data timeliness is limited by the data sources for each indicator; data is available at different times of the calendar year depending on the indicator, and some data must be collected directly from local jurisdictions. Staff has, however, determined that the annual reporting schedule could be improved to reduce data lag time. To report on data covering the prior calendar year up to December 31, data could be available as early as mid-March. Staff recommends that the 2009 RCP Performance Monitoring Report be presented to the RPC in May 2010, and subsequent annual reports be presented in May of each
year. This revised approach would reduce the data lag time to only six months in the case of most indicators, versus the current data lag time of up to a year and a half or more.

For example, with the current reporting schedule, if the 2009 RCP Performance Monitoring Report had been released in August 2009, the report would have included data up to and including 2007 for some indicators such as the Share of New Housing Units and Jobs Located Within Smart Growth Opportunity Areas, and 2008 for other indicators. With the revised reporting schedule that staff is proposing, the 2009 RCP Performance Monitoring Report, if released in May 2010, would include data up to and including 2009 for the majority of indicators, including the indicator listed above.

Due to staff workload and limited resources in light of higher priority projects such as preparation of the 2050 Regional Transportation Plan in accordance with the requirements of Senate Bill 375 (Steinberg, 2008), staff is proposing that the revised approach be implemented with the May 2010 release of the 2009 RCP Performance Monitoring Report.

Next Steps

Upon approval of the revised schedule by the Board of Directors, the 2009 RCP Performance Monitoring Report will be presented as a draft to the RPC in May 2010, and to the Board of Directors for consideration in June 2010. In subsequent years, the annual RCP Performance Monitoring Report will follow the May RPC/June Board of Directors schedule, incorporating data from the prior year for most indicators.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Christine Eary, (619) 699-6928, cea@sandag.org
CONGESTION MANAGEMENT PROGRAM PROCESS

Introduction

SANDAG, as the Congestion Management Agency (CMA), is required by state law to prepare and regularly update a Congestion Management Program (CMP) for the San Diego region. The last CMP update was adopted by SANDAG in November 2008. On May 8, 2009, the Board of Directors directed staff to work with local jurisdictions that wished to prepare resolutions electing to opt out of the state CMP. A majority of the jurisdictions representing a majority of the population have adopted resolutions electing to be exempt from the state CMP. This informational report also was presented at the October 16, 2009, Transportation Committee meeting.

Discussion

The purposes of the CMP are to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG staff evaluated options for future direction of the CMP and discussed these options at multiple meetings of the Cities/County Transportation Advisory Committee and the Regional Planning Technical Working Group. One option was to streamline the SANDAG CMP process and the other was to opt out of the state CMP process. As previously stated, at its May 8, 2009, meeting, the Board of Directors discussed these options and voted to direct staff to work with local jurisdictions that wished to prepare resolutions electing to opt out of the state CMP.

Assembly Bill (AB) 2419, passed in 1996, allows congestion management agencies to “opt out” of the state CMP process. Section 65088.3 of the California Government Code states “This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.” Over the past few months 14 out of the 19 local jurisdictions, representing a majority of the population in San Diego County have adopted resolutions electing to be exempt from the state CMP process. The local jurisdictions that adopted resolutions include: Carlsbad, Chula Vista, El Cajon, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, City of San Diego, County of San Diego, San Marcos, and Santee.

SANDAG will continue to meet the federal congestion management provisions through existing SANDAG planning and performance monitoring activities, such as the Regional Transportation Plan (RTP) and other multimodal performance monitoring efforts. Federal congestion management provisions are more flexible and utilize the RTP as the primary tool to provide solutions for congestion. The RTP includes identification and evaluation of anticipated performance and expected benefits of appropriate congestion management strategies (demand management, operational improvements, transit improvements, systems management improvements, etc.).
Additionally, appropriate analysis of multimodal strategies and alternatives for corridors is required when an increase in single occupancy vehicle capacity is proposed.

**Next Steps**

SANDAG staff will notify the California Transportation Commission and State Controller of the region’s decision to elect to be exempt from the state CMP.

GARY L. GALLEGOS  
Executive Director

Key Staff Contact: Heather Werdick, (619) 699-6967, hwe@sandag.org

Funds are budgeted in Work Element #3100400
REPORT SUMMARIZING DELEGATED ACTIONS
taken by Executive Director

Introduction

Board Policy Nos. 003, 017, and 024 require the Executive Director to report certain actions to the Board of Directors on a monthly basis.

Discussion

Board Policy No. 003

Board Policy No. 003, “Investment Policy,” requires the submittal of a monthly report of investment transactions to the Board. There were no reportable investment transactions for August 2009.

Board Policy No. 017

Board Policy No. 017, “Delegation of Authority,” requires the Executive Director to report to the Board certain actions taken at the next regular meeting.

Section 4.1 of the policy authorizes the Executive Director to enter into agreements not currently incorporated in the budget and make other modifications to the budget in an amount up to $100,000 per transaction so long as the overall budget remains in balance. Attachment 1 contains the reportable actions since the report made at the last meeting.

Section 4.6 of Board Policy No. 017 authorizes the Executive Director to provide the final determination to persons or firms filing a protest regarding SANDAG procurement or contracting processes or procedures. There are two reportable actions:

- On September 17, 2009, Remy, Thomas, Moose and Manley, LLP, submitted a Protest in reference to the On-Call Environmental Legal Services Request for Qualifications (RFQ) No. 5001286. The protest alleged that SANDAG improperly rejected the firm’s proposal for failure to comply with the RFQ’s instructions related to DBE compliance. The SANDAG Protest Administrator appointed a Protest Committee. By letter dated September 30, 2009, the Chief Deputy Executive Director granted the protest in part and allowed the firm’s proposal to be evaluated on its merits in accordance with the recommendation of the Protest Committee.

- On September 18, 2009, Sheppard, Mullin, Richter & Hampton, LLP, submitted a Protest in reference to the On-Call Environmental Legal Services Request for Qualifications (RFQ) No. 5001286. The protest alleged that SANDAG improperly rejected the firm’s proposal after a portion was submitted after the established deadline. The SANDAG Protest
Administrator appointed a Protest Committee. By letter dated September 30, 2009, the Chief Deputy Executive Director denied the protest in accordance with the recommendation of the Protest Committee.

**Board Policy No. 024**

Board Policy No. 024, “Procurement and Contracting-Construction,” requires the Executive Director to report to the Board the granting of (1) Relief from Maintenance and Responsibility, and (2) Acceptance of Work for construction contracts. There are no delegated actions to report.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Budget Transfers and Amendments

Key Staff Contact: Lauren Warrem, (619) 699-6931, lwa@sandag.org
## BUDGET TRANSFERS AND AMENDMENTS
### September 2009

<table>
<thead>
<tr>
<th>PROJECT NUMBER</th>
<th>PROJECT NAME</th>
<th>CURRENT BUDGET (in '000s)</th>
<th>NEW BUDGET (in '000s)</th>
<th>CHANGE (in '000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>7500000</td>
<td>Service Bureau - Main Project FY 2010</td>
<td>$285.8</td>
<td>$265.7</td>
<td>($20.1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Transferred funds from the Main Service Bureau project (#7500000) to establish two new projects.</td>
</tr>
<tr>
<td>7508500</td>
<td>Jamul Indian Village Transportation Modeling</td>
<td>$0.0</td>
<td>$5.6</td>
<td>$5.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>This budget change is to establish a new Service Bureau project to provide transportation model alternatives for Jamul Indian Village Casino Traffic Study.</td>
</tr>
<tr>
<td>7508600</td>
<td>South Bay2 Transportation Modeling</td>
<td>$0.0</td>
<td>$14.5</td>
<td>$14.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>This budget change is to establish a new Service Bureau project to update the transportation model for South Bay and run multiple alternatives.</td>
</tr>
<tr>
<td>1500200</td>
<td>Independent Taxpayer Oversight Committee Program</td>
<td>$118.7</td>
<td>$134.3</td>
<td>$15.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Increased to reflect the actual contract for the ITOC’s fiscal and compliance audit of TransNet Extension program.</td>
</tr>
<tr>
<td>1500600</td>
<td>Regional Bikeway Implementation</td>
<td>$122.9</td>
<td>$155.9</td>
<td>$33.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Received a grant from the County of San Diego to assist with continuing efforts to complete unfinished sections of the Bayshore Bikeway.</td>
</tr>
<tr>
<td>3300200</td>
<td>Non-Motorized Transportation Planning</td>
<td>$143.8</td>
<td>$194.1</td>
<td>$50.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Received a grant from the County of San Diego for scoping of feasibility for the California Coastal Trail in the San Diego region.</td>
</tr>
</tbody>
</table>
REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG

Since the last Board of Directors meeting, Board members participated in the following meetings and events on behalf of SANDAG. Key topics of discussion also are summarized.

Washington, DC

- Chair Lori Holt Pfeiler (Escondido), First Vice Chair Jerome Stocks (Encinitas), Regional Planning Committee Chair Jim Janney (Imperial Beach), and Executive Director Gary Gallegos attended this meeting sponsored by the San Diego Regional Chamber of Commerce. Among other meetings, they visited the Banking, Housing, and Urban Affairs (public transit), Environment and Public Works (highways), and Commerce, Science, and Transportation (railroad improvements) Committees in the U.S. Senate to explain how SANDAG is integrating all of its modes to provide a truly effective transportation system.

September 21, 2009: Mobility 21 Summit
Los Angeles, CA

- Councilmember Bob Campbell (Vista) and Councilmember Jim King (Imperial Beach) attended this one-day summit. Topics included sessions on financing California’s transportation infrastructure; corridor approaches to goods movement investments; positioning California as a leader in developing a U.S. high-speed rail system; multimodal planning; land use and transportation under the new requirements of Senate Bill 375 (Steinberg, 2008); and creating innovative and sustainable transportation. The keynote speaker, Christopher Steiner, Senior Staff Reporter of Forbes Magazine, spoke of how the rising cost of gasoline would change the future of American transportation.

October 4-7, 2009: American Public Transportation Association (APTA) Annual Meeting
Orlando, FL

- Chair Pfeiler and First Vice Chair Stocks attended the 2009 APTA Annual Meeting on behalf of SANDAG. Sessions included remarks by U.S. Department of Transportation Secretary Ray LaHood and Federal Transit Administrator Peter Rogoff, on past accomplishments and upcoming challenges for public transportation; a discussion among key staff members from U.S. Senate and House of Representatives committees about the upcoming multyear authorization; updates on American Recovery and Reinvestment Act programs for transit and rail; and presentations about the vision and blueprint for U.S. high-speed rail and efforts by various states to launch high-speed rail in their communities. SANDAG members also attended the APTA Annual Awards at which the San Diego Metropolitan Transit System received APTA’s prestigious Outstanding Public Transportation System Achievement Award.

GARY L. GALLEGOS
Executive Director
SANDAG’S ROLE IN 2010 CENSUS PLANNING

Introduction

For more than 200 years, the U.S. Census Bureau has conducted a census every ten years to collect population, housing, and socio-economic data from the public. While the U.S. Constitution mandates a census be held every ten years for the purposes of Congressional reapportionment and legislative redistricting, the data are used for many other purposes. Federal funds are allocated based on the official population counts (e.g. funds for Head Start programs, public transportation, and road rehabilitation and construction). Local jurisdictions use the data to determine where population loss or growth has occurred to better plan for their future. Community-based organizations use census data to target services and to apply for grants. SANDAG uses census data to analyze travel and other characteristics of the region’s residents. The Census also anchors SANDAG current estimates and forecasts, which are used throughout our work program activities and extensively by our member agencies, the public, and others. As such, it is important for every person in the San Diego region to be counted.

The 2010 Census is rapidly approaching. April 1, 2010, is the official Census day, even though survey forms are mailed a few weeks before that date. As the Regional Census Data Center, SANDAG is assisting both the Census Bureau and member agencies preparing for the upcoming census.

Discussion

SANDAG is playing an active role in preparing for the 2010 Census. During the past two years, SANDAG has coordinated 2010 Census planning activities between the Census Bureau and member agencies, including the Local Update to Census Addresses (LUCA) program and the Participant Statistical Areas Program (PSAP). The LUCA program gives local jurisdictions the opportunity to confirm all addresses in its jurisdiction and supply addresses that are missing from the Census Bureau’s master address list. The PSAP gives local jurisdictions input into the census geography boundaries, such as block groups, that are used to distribute the data. SANDAG has hosted workshops and meetings as well as provided staff support to help member agencies participate in these 2010 Census planning programs.

SANDAG also is helping local Census Bureau staff increase awareness about the upcoming Census. The Census Bureau has established numerous Complete Count Committees (CCC) throughout the region. A CCC is a volunteer organization the purpose of which is to get the word out about the 2010 Census, especially for hard to count populations. Currently, there are approximately 21 committees established around the region, mostly at the city or community group level. While initially SANDAG was going to form a Regional CCC, it was decided that a better use of resources would be to provide support to local Census Bureau staff as they establish more local level committees, such as city or community groups, if needed. This decision was largely the result of a
tenfold increase in local Census Bureau staff as compared to the 2000 Census staffing level, from four to forty staff members, and the fact that numerous CCCs have already been established around the region. Additionally, the main role of the Census 2000 Regional CCC was to distribute state grant funds for smaller CCC start-ups. State funds are not available during the 2010 Census, and thus, this regional role is not needed during this Census cycle.

It is vital to the region that everyone be counted in the upcoming 2010 Census. SANDAG is committed to helping both the Census Bureau and local jurisdictions achieve this goal. Member agencies are encouraged to contact SANDAG if they would like to learn more about establishing CCCs in their jurisdictions.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Kristen Rohanna, (619) 699-6918, kroh@sandag.org

No Budget Impact
FIRST READING OF AN AMENDMENT TO ORDINANCE NO. 04-01 (SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM ORDINANCE AND EXPENDITURE PLAN) TO REVISE ENVIRONMENTAL MITIGATION PROGRAM PRINCIPLE NO. 10

Introduction

As part of the TransNet Extension Ordinance and Expenditure Plan approved by the voters in 2004, a set of principles for the proposed TransNet Environmental Mitigation Program (EMP) was included. EMP Principle No. 10 requires the Board of Directors “to act on additional regional funding measures to meet the long-term requirements for implementing habitat conservation plans in the San Diego region no later than four years after the passage of the TransNet Extension,” which originally would have been November 2008. The Ordinance was amended in 2008 with Ordinance CO-08-01 to extend this deadline by two years, to 2010. Due to economic conditions and tasks necessary to successfully meet the obligation, another amendment to the language in the TransNet Ordinance is being sought to extend the deadline for compliance by two additional years. The second reading of the amendment is scheduled for the November 20, 2009, Board of Directors meeting.

Discussion

The EMP principles provide guidance on the purpose of the EMP and identify an obligation for SANDAG to act on additional regional funding measures (a ballot measure and or other secure funding commitments) to meet the long-term requirements for implementing habitat conservation plans in the San Diego region, within a timeframe necessary to allow a ballot measure to be considered by the voters no later than four years after the passage of the TransNet Extension. Since the TransNet Extension was passed by the voters in November 2004, and amended in 2008, a November 2010 measure would be necessary to meet the obligation.

The Board began discussing strategies to meet this obligation in January 2007 and have continued to discuss this issue since. The Board has conducted several Board Policy meetings to allow a thorough discussion of issues related to the need for additional regional funding for habitat conservation as addressed in the EMP principles, as well as to discuss shoreline management, water...
quality enhancement, and transit improvements. These infrastructure areas were considered important regional “quality of life” components in the Regional Comprehensive Plan that should be considered for regional funding since they did not have a dedicated, long-term funding source.

In June 2009, the Quality of Life Ad Hoc Steering Committee was presented with the results of an independent public opinion poll on Quality of Life funding. The Steering Committee discussed the challenges of meeting the November 2010 deadline and asked the stakeholders to present their findings to the Board of Directors. In July 2009, the Board of Directors heard a presentation by The Nature Conservancy and other Quality of Life stakeholders on their independent public opinion research that indicated support for funding these Quality of Life needs. However, the support did not exceed the super-majority (two-thirds) threshold that would be necessary to pass such a measure if one were placed on the ballot. The Board directed staff to return with a proposed amendment to the Ordinance to extend the timeframe by an additional two years.

**Next Steps**

If the Board of Directors amends the TransNet Extension Ordinance with Ordinance CO-10-02, it will supersede Ordinance CO-08-01. The following milestones would be necessary to meet the revised schedule.

<table>
<thead>
<tr>
<th>Key Milestones</th>
<th>Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial Community Outreach, Public Education, and Research</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Focus Groups</td>
<td>July 2010</td>
</tr>
<tr>
<td>Expenditure Plan Options</td>
<td>February 2011</td>
</tr>
<tr>
<td>Expenditure Plan Survey</td>
<td>June 2011</td>
</tr>
<tr>
<td>Environmental Review of Expenditure Plan</td>
<td>June 2011</td>
</tr>
<tr>
<td>Workshops on Expenditure Plan</td>
<td>October 2011</td>
</tr>
<tr>
<td>Final Expenditure Plan Adoption</td>
<td>March 2012</td>
</tr>
<tr>
<td>Ballot Language</td>
<td>June 2012</td>
</tr>
</tbody>
</table>

GARY L. GALLEGOS
Executive Director

Attachment: 1. TransNet Extension Ordinance Amendment, Ordinance CO-10-02

Key Staff Contact: Rob Rundle, (619) 699-6949, rru@sandag.org

Funds are budgeted in Work Element #3200000
COMMISSION ORDINANCE NO. CO-10-02

AN ORDINANCE OF THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION AMENDING COMMISSION ORDINANCE CO-04-01 TO EXTEND THE TIMEFRAME NECESSARY TO ALLOW A REGIONAL FUNDING BALLOT MEASURE TO BE CONSIDERED BY THE VOTERS AND SUPERSEDE ORDINANCE CO-08-01

The SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION ordains as follows:

Section 1. That Section 10 of the attachment to Commission Ordinance CO-04-01 entitled “TransNet EXTENSION ENVIRONMENTAL MITIGATION PROGRAM (EMP) PRINCIPLES” is hereby amended to read as set forth below and that Ordinance CO-08-01 be superseded upon the effective date of Ordinance CO-10-02:

SANDAG agrees to act on additional regional funding measures (a ballot measure and/or other secure funding commitments) to meet the long-term requirements for implementing habitat conservation plans in the San Diego region, within the timeframe necessary to allow a ballot measure to be considered by the voters no later than eight years after passage of the TransNet Extension. In the event that such future funding measures generate funding to fully meet regional habitat acquisition and management requirements, SANDAG is authorized to reallocate excess funds included in the “Regional Habitat Conservation Fund” to local transportation projects. (Change underlined)

PASSED AND ADOPTED by the San Diego County Regional Transportation Commission, State of California, on November 20, 2009, by the following vote:

AYES:  

NOES:  

ABSENT:  

_________________________________________  
Chairperson  
San Diego County Regional Transportation Commission  

Attest:  

_________________________________________  
(Signature)  

_________________________________________  
Executive Director  

3
PROPOSED STATE ROUTE 11/OTAY MESA EAST
PORT OF ENTRY FINANCIAL STRATEGY

Introduction

At the September 18, 2009, and October 16, 2009, Transportation Committee meetings and September 25, 2009, Borders Committee meeting, staff provided an update on the State Route (SR) 11/Otay Mesa East Port of Entry (POE) project and outlined a proposed strategy to engage a financial team. The proposed strategy was developed through research and recognizes that the early engagement of a financial team is a key ingredient to minimizing risk and delivering a successful toll road project. The proposed strategy would be comprised of a financial advisor, investment banker(s), legal counsel, investment grade traffic and revenue study consultant, and SANDAG staff.

The financial team would be responsible for developing and implementing the financial strategy which is considered critical to the success of the project and one of the project's most immediate needs. SANDAG's current financial advisor, Public Financial Management (PFM), has experience in toll road financing and is prepared to advise SANDAG with putting together the financial team. The first step planned is a procurement for the investment banker(s), followed by contracts with legal counsel and an investment grade traffic and revenue study consultant. PFM also would assist SANDAG with managing the financial team throughout the project, ensuring that the financial decisions being made result in the most cost-effective implementation of the project. In addition to planning for the toll revenue bond financing in 2012, the project’s financial team also could assist with a review of financial opportunities related to joint development, real estate acquisition, financial modeling, ancillary facility development, toll collection methodology, and the application for a Transportation Infrastructure Financing Innovation Act (TIFIA) loan.

There are sufficient funds available in the SANDAG FY 2010 Budget to engage the services of PFM. We anticipate that the investment banker(s) would be compensated when the toll financing is completed, similar to how the investment bankers were compensated when SANDAG sold $600 million of TransNet bonds in 2008. Funding for legal counsel and the investment grade traffic and revenue study will be the subject of a future budget discussion.

Recommendation

The Transportation Committee recommends that the Board of Directors direct staff to implement the approach outlined in the report, to develop the financial team that would work with Caltrans and SANDAG staffs to develop and implement the financial strategy for the project.
Discussion

Project Background and Purpose

SANDAG, in cooperation with Caltrans, the U.S. General Services Administration (GSA), counterpart agencies in Mexico, and other project stakeholders, is working on developing the new Otay Mesa East POE and associated transportation network, SR 11. The project is located approximately two miles east of the existing Otay Mesa border crossing and will constitute a third border crossing along the San Diego region’s border with Tijuana. The improvements on the United States side of the border are expected to cost in the range of $615 million to $715 million and are to be funded through tolls, fees, and other revenues such as the Proposition 1B Trade Corridor Improvement Fund (TCIF).

The need to improve our region’s border crossing capacity stems from steady growth in global and regional economic integration that squeezes ever more people and goods through border infrastructure that was sized for a much smaller and significantly less security-conscious economy. The San Ysidro-Puerta Mexico POE is the busiest international land crossing along the United States-Mexico border. The Otay Mesa-Mesa de Otay POE continues to accommodate the third highest dollar value of trade among all southern border POEs. Northbound peak wait times at existing facilities can routinely last for more than two hours for passenger vehicles, and commercial truck drivers have often logged four hours in line.

According to the SANDAG-Caltrans study, 2007 Update: Economic Impacts of Border Wait Times in the San Diego-Baja California Border Region, the border traffic congestion and delays cost the United States and Mexican economies an estimated $7.2 billion in gross output (value of goods and services produced) and more than 62,000 jobs in 2007. A third border crossing at East Otay Mesa could reduce delays caused by traffic congestion, better accommodate projected trade and travel demand, and increase economic growth and job opportunities on both sides of the border without sacrificing border safety and security.

Project Schedule and Financial Status

Caltrans is currently managing the project-level environmental studies, including engineering and design. State Transportation Improvement Program (STIP) funds ($13 million) and federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds ($0.8 million) are supporting the current Caltrans work efforts.

In addition, SANDAG has secured $75 million in California Proposition 1B Trade Corridor Improvement Funds, which will partially fund the construction phase, expected to begin in 2012. The funding for the design phase, traffic and revenue study, and right-of-way (ROW) acquisition still must be identified. In the more immediate future, SANDAG must begin to develop and implement the financing strategy that will fully fund the construction phase. Below is a list of key milestones and the currently available funding.
<table>
<thead>
<tr>
<th>Project Milestone</th>
<th>Target Completion Dates</th>
<th>Amount and Source of Available Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Tier II EIS/EIR</td>
<td>Winter 2009</td>
<td></td>
</tr>
<tr>
<td>Final Tier II EIS/EIR</td>
<td>Winter 2010</td>
<td>$13.8M STIP/ SAFETEA-LU</td>
</tr>
<tr>
<td>Design/Right of Way</td>
<td>2011</td>
<td>Funding Not Identified</td>
</tr>
<tr>
<td>Begin Construction</td>
<td>2012-2013</td>
<td>$75M Prop. 1B TCIF/ Borrowing &amp; Toll Revenue</td>
</tr>
<tr>
<td>End Construction</td>
<td>2014-2015</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$88.8M</td>
</tr>
<tr>
<td>Estimated Range of Remaining Funds Needed</td>
<td>$526.2M - $626.2M</td>
<td></td>
</tr>
</tbody>
</table>

Project Research and Key Findings

The unique nature of this project will require resourcing and coordinating a wide range of professional services during the early project development phase, prior to the construction phase. As a result, SANDAG staff has been meeting with a wide variety of agencies and organizations that have had both domestic and international toll road project experiences.

During the past several months, SANDAG staff has sought out and participated in more than 20 information gathering meetings with construction management firms, investment banks, federal transportation partners, and tolling experts to collect information about similar projects and to identify potential opportunities and obstacles in project development and delivery. Staff also has consulted with SANDAG’s financial advisor, PFM. PFM is very experienced in toll-based financing. This due diligence process has resulted in the following findings that have been used to help shape the project’s financial strategy and approach.

Finding #1: Several large diversified construction and construction management firms have expressed an interest in participating in the project. According to Senate Bill 1486 (Ducheny, 2008), SANDAG, in cooperation with Caltrans, will manage the process to complete SR 11 and the third border crossing facility using private sector firms where appropriate. In light of these potential future opportunities, firms have stayed in touch with staff, a sign of their interest in the project and recognition that the project is feasible.

Finding #2: Federal TIFIA Loans (Transportation Infrastructure Finance and Innovation Act of 1998) provide an attractive borrowing option. Typically TIFIA loans offer a low rate of interest, a flexible pay back schedule during the project’s “ramp up” period, and can cover up to 33 percent of eligible project costs. TIFIA may be used for ROW acquisition but only after the project receives a record of decision on the environmental document, making this source of funds unavailable for early design stage project costs.

Finding #3: At this time, as shown in the table above, because most of the revenues that will pay for the project’s costs are expected to be generated from tolls, SANDAG and Caltrans must ensure that the project’s toll revenue generation capacity is included in the decision matrix at all times and is weighed appropriately. To address this concern SANDAG should consider adding financial advisors to the project team to develop and analyze toll revenue capacity to ensure it covers project costs.

Finding #4: A review of project delivery strategies utilized by other agencies was conducted, including the Alameda Corridor Transportation Authority that serves the Los Angeles and Long Beach Harbors and the Orange County Transportation Corridor Agencies. Our research and
discussions with transportation finance professionals indicates that the most common and effective structure in a toll-based financing is to engage the services of a financial advisor, investment banker, and legal counsel early in the process. The financial advisor is compensated regardless of whether or not the transaction is completed; whereas the investment banker is compensated at the time the toll financing is completed.

Next Steps

Staff anticipates that the investment banker(s), revenue study consultant, and legal counsel would be selected by June 2010. Periodic progress reports will be provided to the Board of Directors and Policy Advisory Committees. In the meantime, much of the preliminary design and environmental work being carried out by Caltrans will continue, keeping the overall work on the project on schedule.

GARY L. GALLEGOS
Executive Director

Key Staff Contacts:  Marney Cox, (619) 699-1930, mco@sandag.org
Christina Casgar, (619) 699-1982, cca@sandag.org

Funds are budgeted in Work Element #34200
RECOMMENDATIONS FROM THE 2009 BINATIONAL SEMINAR "CHALLENGES AND OPPORTUNITIES FOR CROSSBORDER CLIMATE CHANGE COLLABORATION"

Introduction

One of the recommendations from last year’s binational seminar, approved by the Board of Directors on November 21, 2008, called for evaluating coordination between agencies on both sides of the border on greenhouse gas (GHG) emissions data. Based on this recommendation the theme of this year’s binational seminar focused on crossborder climate change issues.

The 2009 SANDAG annual binational event, titled “Challenges and Opportunities for Crossborder Climate Change Collaboration,” was held on June 2, 2009, at the Caltrans District 11 facilities with support from the Consulate General of Mexico in San Diego, the City of Tijuana, Tijuana’s Municipal Planning Institute (IMPlan), the Secretariat of Environmental Protection of the State of Baja California, and Caltrans District 11.

Outcomes and the summary of the event (Attachment 1) were discussed by both the Committee on Binational Regional Opportunities (COBRO) and the Borders Committee, to prepare the recommendations shown in Attachment 2.

Discussion

The 2009 Binational Seminar gave stakeholders from both sides of the border an opportunity to learn about the latest developments in climate change mitigation and adaptation planning in California and Baja California. The program included presentations on crossborder climate change planning, projected effects of unabated climate change for the San Diego region in 2050, an overview of SANDAG’s Regional Climate Change Action Plan (RCAP), a review of Baja California’s planning efforts on climate change, and a description of the opportunities to address climate change at San Diego – Tijuana Ports of Entry. In addition, the seminar included a roundtable discussion of experts on challenges and opportunities for crossborder climate change collaboration.

A preliminary report was presented at the July 24, 2009, Joint Meeting of the Borders Committee, COBRO, and the City of Tijuana. Subsequent discussions were held at the COBRO meetings held in August and September 2009. At its September 25, 2009, meeting, the Borders Committee recommended bringing forward the recommendations from the 2009 Binational Seminar to the Board of Directors for approval.
The following topics that were discussed at the 2009 Binational Seminar were reviewed by the Borders Committee and COBRO in formulating their recommendations:

- Agencies and stakeholders in our San Diego - Baja California border region should agree to collaborate binationally on mutually agreed upon priority aspects of climate change (e.g., greenhouse gas (GHG) inventories, potential mitigation, adaptation, or educational strategies, etc.).

- It is important to include all levels of stakeholders in discussions to develop climate change strategies and approaches for the binational border region (federal, state, local, nongovernmental organizations, academic, and private sectors).

- Agencies and stakeholders in our border region should focus on mitigation, adaptation, and education strategies.

Also, the following potential actions that were discussed at the 2009 Binational Seminar were considered in the preparation of the recommendations:

**Short-term:**

- Explore the possibility of developing a harmonized inventory of GHG emissions between San Diego and Baja California to create a border inventory.

- Continue working collaboratively on both sides of the San Diego-Tijuana border to facilitate advancing intermodal transportation center concepts at Ports of Entry (POEs) and implement additional transit services (new routes and increased frequencies) to serve San Diego-Tijuana border crossings as a strategy to reduce passenger vehicle GHG emissions.

- Enhance communication between crossborder climate change stakeholders to facilitate sharing of information by supporting the institutionalization of a collaborative mechanism (e.g., bringing together existing mechanisms such as Border 2012, Border Governors Conference, Mega Region Initiative, etc.).

- Support the development of binational industrial clusters that foster clean technology to combat climate change, among other environmental and economic development goals.

**Long-term:**

- Support efforts by academic and other institutions to examine the feasibility of a regional crossborder carbon trading system.

- Explore possible collaboration between regions in developing RCAPs to promote collaborative strategies and share approaches for creating effective climate change policy measures.
The objective of the recommendations from the 2009 Binational Seminar is not only to gather important information on our binational region but also to serve as an effort to potentially help pave the way for more active communication and binational planning collaboration on the issue of climate change in the San Diego - Baja California region. If the Board approves these recommendations, staff will address them in the implementation of the adopted Overall Work Program for FY 2010, and in the formulation of the proposed Overall Work Program and Budget for FY 2011.

GARY L. GALLEGOS
Executive Director

2. Recommendations from the 2009 Binational Seminar

Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
2009 Binational Seminar Summary

1. REGISTRATION AND INTRODUCTORY REMARKS

The moderator of the first segment of the binational seminar, Borders Committee Chair Patricia McCoy, Mayor Pro Tem of the City of Imperial Beach, announced that the event would be digitally recorded and posted on the SANDAG Web site. Also, a phone-bridge line was available for outside listeners, and the event would be translated for both Spanish and English listeners present at the seminar.

2. WELCOME AND INTRODUCTORY REMARKS

The June 2, 2009, SANDAG Binational Seminar, “Challenges and Opportunities for Crossborder Climate Change Collaboration,” was called to order by Chair Patricia McCoy, Borders Committee. The seminar was held at Caltrans District 11 offices.

Chair McCoy remarked that individual and collective decisions are crucial to combat the real, and not perceived, effects of climate change, which will inevitably have an impact on all members of humanity. Our response to this problem is therefore imperative to limiting the impacts we see in the near future. To finalize her remarks, Chair McCoy emphasized that today’s topic was not only a regional issue, but also is being addressed internationally. The Kyoto Protocol expires in 2012. Final negotiations to develop a new protocol to replace Kyoto will occur later this year.

Hon. Martha Elvia Rosas, Deputy Consul General of Mexico in San Diego, stated that the binational collaboration between Mexico and the United States is one of the priorities of Presidents Calderón and Obama. She hopes that this seminar will create valuable recommendations to address climate change and clean energy in the San Diego – Baja California region, and create a framework to implement binational climate change planning.

Ruben Carrillo, City of Tijuana, stated that in Baja California the problem of climate change is one of perception: it is not just a problem of the future, but a problem that must be addressed today. He said that the City of Tijuana recognizes the problem of climate change but has to address issues of immigration, economics, and development and how they affect the local environment. Tijuana has developed many plans to indirectly address climate change, from transportation to smart growth developments, but hopefully more specific plans can be created regionally to combat climate change.

Pedro Orso-Delgado, Caltrans District 11, stated that the new Caltrans building is a model of climate change adaptability, with its use of solar panels and gray water reuse. Climate change is not an issue of just one country, or one region, but a global problem that will greatly impact future generations.
3. SETTING THE STAGE FOR A DISCUSSION ON CROSSBORDER CLIMATE CHANGE PLANNING

Hon. Crystal Crawford, Mayor of Del Mar, discussed that past conferences have dealt with issues that are of binational interest to San Diego and Baja California. One of the conclusions that came from last year’s conference was the need to address crossborder climate change, and the profound importance of binational collaboration to effectively plan against its future consequences.

Bob Leiter, SANDAG, discussed the role of SANDAG in addressing climate change in the San Diego region. He stated that this conference builds greatly upon last year’s conference as smart growth planning helps reduce greenhouse gas (GHG) emissions by utilizing greener building materials, incorporating public transportation usage, using cleaner fuels, and implementing clean energy technologies. Mr. Leiter also discussed California and San Diego’s efforts to combat climate change: from Assembly Bill 32 (which sets GHG reduction levels) to Senate Bill 375 (SB 375) (which focuses on transportation and urban sprawl-reduction strategies to reduce GHGs). Under SB 375, SANDAG is the first regional agency to tackle the problem of climate change with transportation planning, and is working on a Regional Climate Action Plan (RCAP) and its 2050 Regional Transportation Plan (RTP) to address these issues. Furthermore, SANDAG partnerships with Mexico will help create solutions to the problems of public health and environmental degradation caused by climate change. SANDAG has worked with its partners in Mexico and the United States on three ports of entry (POEs), San Ysidro, Otay Mesa, and the future Otay Mesa East, to incorporate better public transportation and pedestrian facilities, and other strategies to reduce GHGs.

Hon. Socrates Bastida, Secretary of Environmental Protection of the State of Baja California (SPA), discussed Baja California’s role in climate change reduction. Mexico, which has signed the Kyoto Protocol, is obligated to address specific climate change goals to comply with GHG reductions. In April 2005, Mexico created the Intersecretariat Group of Climate Change to manage the coordination of policies to address climate change. This plan, the State Climate Action Plan (PEAC) includes the strategy of creating an inventory of GHG emitted in the region, and addresses climate change by implementing three broad policies: the mitigation of GHGs, the promotion of renewable energy and the smart use of energy, and adaptability measures. Mr. Bastida stated that binational collaboration between Baja California and the United States is crucial for creating an effective plan to reduce the effects of climate change.

4. THE SAN DIEGO FOUNDATION’S REGIONAL FOCUS 2050 STUDY ON HOW THE REGION WILL CHANGE AS A RESULT OF GLOBAL WARMING

Emily Young, San Diego Foundation, discussed the possible impacts of climate change on the San Diego region with no mitigation policy implementation. She stated that it is critical to address regional climate change binationally, especially with Mexico’s strong history of environmental protection. The San Diego Foundation has utilized a framework of partners from nonprofit organizations, businesses, and public institutions to develop their Focus 2050 Study. Some of the impacts of climate change in the San Diego region could include:

- $2.5 billion to $15 billion of annual revenue loss from tourism, fisheries, commercial sectors
- $14 billion infrastructure costs to adapt to rising sea levels
- Annual temperature changes of 1.5°C to 4.5°F by 2050, with greater fluctuations in summer temperatures creating heat waves
- Greater susceptibility to drought with water demand outstripping supply
• Peak electricity demand will increase 70 percent
• Sea level rise of 18 inches (without including the impact of the polar ice caps melting)
• Greater public health risk (especially for elderly)
• Ecosystems and animal populations will be threatened
• Increased wildfires and more intense droughts

Ms. Young stated that local governments can implement specific strategies to adapt and mitigate climate change impacts: develop GHG inventories, assess local vulnerabilities to climate change, adopt targets for reducing emissions, and enact programs and policies to reduce emissions.

5. OVERVIEW OF SANDAG REGIONAL CLIMATE CHANGE ACTION PLAN

Susan Freedman, SANDAG, discussed the SANDAG Regional Climate Action Plan (RCAP), which will identify GHG emissions reduction policies for the San Diego region. She outlined actions taken by California and the San Diego region to reduce GHG emissions. To address emissions in San Diego, the RCAP will include quantitative measures to reduce emissions from passenger vehicles and light trucks, and qualitative measures that reduce emissions from electricity and natural gas usage, and land use and transportation planning. Specific policy measures to reduce GHG emissions from electricity include: increased use of renewable energies, supporting highly efficient natural gas power plants, and supporting improvements to the electricity grid. With regards to mitigating GHG emissions from buildings, policies include: increasing energy efficiency of retrofits of residential and commercial buildings; supporting energy-saving equipment; and promoting new building codes. To reduce GHG emissions from transportation, the RCAP will include measures to improve vehicle efficiency, decrease carbon intensity of fuels, and improve vehicle travel by reducing congestion, idling, and vehicle miles traveled. Ms. Freeman concluded by stating that climate change policy should come from collaboration in all sectors: international, federal, state, regional, local, individual, and nonprofit.

6. OVERVIEW OF BAJA CALIFORNIA’S PLANNING EFFORTS ON CLIMATE CHANGE

The moderator of the second part of the binational seminar, Committee on Binational Regional Opportunities (COBRO) Chair Paul Ganster, Director of the Institute of Regional Studies of the Californias at San Diego State University (SDSU), introduced three speakers from the State of Baja California who outlined the state’s climate change action plan.

Efraín Nieblas, Undersecretary of Environmental Protection of the State of Baja California, discussed the common binational climate change problems facing Baja California and San Diego, and the efforts that the State of Baja California has undertaken to address climate change. Mr. Nieblas emphasized that while mitigation of GHGs is important, adaptation to climate change impacts is the primary focus of Mexico. He stated that the stakeholders in Baja California are creating a forum to design a diagnostic action plan, create a GHG inventory, and evaluate the impacts of climate change on the region.

Rafael García-Cueto, Universidad Autónoma de Baja California (UABC), outlined the impacts of climate change in Baja California. Mr. García-Cueto described rising temperatures, sea level increases, sporadic intense rainfall, and increased heat waves as some of the climate change impacts facing Mexico.
Gabriela Muñoz, El Colegio de la Frontera Norte (COLEF), discussed the GHG Emissions Inventory in Baja California. The GHG inventory gives a precise account of emissions in the region, which gives solid information on where climate change policy should be applied. The inventory was developed along the United Nations Intergovernmental Panel on Climate Change guidelines outlining emissions from a sector-wide view. One important issue is that Baja California and San Diego use different GHG emissions-measuring guidelines, and they need to be harmonized so that a regional GHG inventory can be developed to create better binational policies on mitigation, adaptation, and perhaps carbon trading mechanisms.

7. OPPORTUNITIES TO ADDRESS CLIMATE CHANGE AT SAN DIEGO – TIJUANA PORTS OF ENTRY

Elisa Arias, SANDAG, and Fausto Armenta, IMPlan, discussed the opportunities to address climate change at the San Diego – Tijuana POEs.

Ms. Arias began by describing strategies to reduce GHG emissions at the border crossings: viable choices for crossborder travelers, such as improved pedestrian mobility, increased public transportation, and reduced commercial and private vehicle idling. The San Ysidro POE is the busiest land border crossing in the world with more than 66 million people crossing each year – 10 percent more than use Los Angeles International (LAX) airport annually – which has 180,000 people per day. At this POE, public transportation is used by more than 7.2 million people annually; 42 percent use the trolley, and 17 percent use the bus to reach their final destination. Personal vehicles are the second-most used form of transportation for crossborder pedestrians to complete their trip (22%). Both SANDAG and IMPlan are working to increase multimodal transit facilities to enhance access to public transportation opportunities. The Otay Mesa POE averages about 21 million crossings annually – more than all the passengers at the San Diego International Airport last year. Planning is underway to create the new South Bay Bus Rapid Transit (BRT) that will increase the limited public transit access at this POE. Finally, the planned Otay Mesa East POE will have better access to public transportation since advanced planning is possible to develop the infrastructure. Another option to reduce GHG emissions at the POEs is the Truck Stop Electrification (TSE) concept, which could require trucks idling at the border to shut off their engines to reduce emissions while they wait to cross the border.

Fausto Armenta, IMPlan, commented that the City of Tijuana is working to develop an X-shaped transportation structure to enhance public transportation from each part of Tijuana with improved access to the border. The proposed transportation structure considers the implementation of a mass transit system, such as a light train and express buses. One of the lines is planned to be placed in the Tijuana River canal, to utilize its location to cross the city from the area of Puerta México (San Ysidro) to the southeast of Tijuana. The other would run from the populous neighbors at Santa Fe in the southwestern area of Tijuana, to a northeast location near the POEs at Mesa de Otay (Otay Mesa).
Participants at the roundtable discussion were Efraín Nieblas, Secretariat of Environmental Protection of the State of Baja California; Susan Freedman, SANDAG; Holly Lepre, CleanTech San Diego; Saúl Guzmán, Mexico’s Secretariat of the Environment and Natural Resources (SEMARNAT); Dan Garza, California Environmental Protection Agency (Cal-EPA); José Raúl Félix, Baker and McKenzie Ciudad Juárez, México; Francisco Doñez, United States Environmental Protection Agency (US EPA); and Scott Anders, University of San Diego’s Energy Policy Initiatives Center (EPIC) Program.

Efraín Nieblas, Secretariat of Environmental Protection of the State of Baja California, discussed the role of his organization. He stated that it would be useful to create a crossborder environmental working group comprised of members of both countries’ environmental stakeholders to discuss and plan joint policies. He also believes that a harmonized inventory of GHG emissions needs to be formed for the region using the same emissions-measuring method.

Susan Freedman, SANDAG, stated that POEs present a great opportunity to reduce emissions to decrease climate change impacts. Increasing public transportation and creating transit opportunities will help achieve this goal, as will efficient planning at the new Otay Mesa East POE. Also, by working with groups like the North American Development Bank, projects can be funded binationally to help the environment; these opportunities must be further investigated.

Holly Lepre, CleanTech San Diego, discussed the need to develop a clean technology cluster in the border region to rejuvenate the local economy. With regards to climate change, this clean technology sector could create a local pipeline of companies and employees and enhance access to climate change mitigating technology for the region.

Saúl Guzmán, SEMARNAT, discussed the need for more local and federal collaboration on climate change issues. Mexico plans to reduce GHG emissions by 50 percent in 2050, but in the short-term they have developed a three-pronged plan to address climate change with mitigation, adaptation, and maintaining reduced GHG levels. He further stated that it is estimated that the costs of inaction on climate change are 4 percent – 15 percent more than the costs of climate change mitigation. Therefore, it is more economical to reduce GHG emissions than to maintain a business-as-usual strategy.

Dan Garza, Cal-EPA, discussed two effective climate change discussion mechanisms: the Border Government Conference and the U.S.-Mexico Border 2012 Program (which explicitly defined a goal of climate change collaboration). It is important to adapt the protocols from these programs to Mexico, so that the programs can be implemented across the border and will be able to compete for funding from these climate change mechanisms.

José Raúl Félix, Baker and McKenzie, stated that it is important to develop common regional strategies to combat climate change. Mexico has a significant carbon footprint similar to France, Italy, and Australia; therefore, the impact of GHG reductions will greatly help the global environment. Mexico has the ability to plan aggressive GHG reduction objectives because the energy, oil, and gas industries are all state-owned, which means the costs will be absorbed by
consumers without a tax. Also, he stated that international organization funding of local border energy-efficient programs on the border should be investigated.

Francisco Doñez, US EPA, discussed some regulatory aspects of the US EPA. First, the California GHG waiver is under consideration; second, the GHG reporting rule will be achieved in 2009; third, the GHG Endangerment rule – that GHGs are dangerous to human health – will be finalized; and finally, mandatory fuel efficiency is being increased for vehicles. Also, there is a funding program by Border 2012, which will look to fund border-related climate change reduction proposals.

Scott Anders, University of San Diego’s EPIC Program, stated that a crossborder GHG inventory is extremely important to flesh out opportunities for collaboration, such as landfills and livestock emissions. Also, while there are many excellent opportunities for crossborder collaboration, there are many challenges as well, such as energy transmission across international borders. Such challenges must be discussed to attempt to create a feasible program to deliver such important programs.

9. OPEN DISCUSSION

QUESTION: Jason M-B Wells, San Ysidro Chamber of Commerce, commented that California should work to get the California Environmental Quality Act (CEQA) requirements up to date with National Environmental Policy Act (NEPA). Next, he asked if the SANDAG GHG Emissions Inventory included emissions from vehicles at the POEs, and if so, can these emissions be separated to clearly draw a picture of GHG emissions from vehicles at the borders? Also, he asked which organization is charged with monitoring the emissions and evaluating plans to mitigate GHGs at the POEs.

Scott Anders, EPIC, commented that the GHG Emissions Inventory conducted by EPIC did not separate emissions specifically at the border, but that it would be possible to measure with another study. He further commented that it would be a valuable study because it could potentially target areas where GHG reduction would be effective. Also, there was a separate study of indoor car air quality that demonstrated that emissions increased when vehicles approached the border.

Dave Fege, US EPA, stated that the U.S.-Mexico Bilateral Framework would specifically address emissions at the border.

QUESTION: Al Sweedler, SDSU, stated that SDSU did a study five years ago that measured pollution at the border. The study found that a relatively small fraction of pollution was emitted at the border, although in recent years the numbers will have increased because traffic has increased as well. However, this study could give a methodology for measuring GHG emissions at the border. Mr. Sweedler then asked if a binational cap-and-trade system should be implemented in the region? He stated that instead of just buying and selling emission permits in San Diego, it would allow for a better regional mechanism for reducing GHG emissions for the region.

Francisco Doñez, US EPA, commented that his organization has investigated this issue, but there are significant problems in binational emissions trading. Mainly, enforcement problems with sustainable emissions-reductions would be difficult to measure. However, with assistance from other international organizations with experience in these matters, such a system could potentially be created.
Scott Anders, EPIC, made two comments: first, the California Energy Commission did a study of crossborder emissions; and second, he wondered if Mexico's ambitious emission reduction goals would offer any opportunity for a cap-and-trade system for Americans? Finally, he stated that Baja California has per capita emissions of 6 metric tons per year, while Californians have 12 metric tons per capita.

Dan Garza, Cal-EPA, stated that the Border Governors Conference meeting discussed the encouragement of legislation for emissions offsets in Mexican Border States.

QUESTION: Cary Lowe, Attorney, wondered if there had been studies of whether a crossborder airport could assist in reducing GHGs?

Paul Ganster, COBRO, commented that a crossborder airport has been studied for 40 years, but no concrete action has been taken on its effect on GHGs.

QUESTION: Angelika Villagrana, San Diego Regional Chamber of Commerce, asked if the Mexican stakeholders had developed regulations for environmentally-friendly construction procedures.

Efraín Nieblas, Secretariat of Environmental Protection of the State of Baja California, commented that the State of Baja California has not created this type of system, but such a system is being developed.

Saúl Gúzman, SEMARNAT, stated that the greater concern for Mexico is improving the existing infrastructure (which is fairly poor due to a lack of building standards), but a mechanism for environmental development is being created.

José Raúl Félix, Baker and McKenzie, said that the main barrier to this is distribution of funds from the State of Baja California. There is little harmony from one project to another.

QUESTION: Carlos Quintana, City of Tijuana (Dirección de Protección al Ambiente), stated that developed countries use more energy, have more cars, etc. and therefore have higher emissions.

Efraín Nieblas, Secretariat of Environmental Protection of the State of Baja California, stated that Border 2012 Work Groups addressed the issue of what to do with cars that do not meet binational emission standards; they are developing a plan to allow the importation of cars to Mexico but to provide for purchase of a permit to show that they meet certain emissions levels.

Saúl Guzmán, SEMARNAT, one of the primary problems that Mexico has is a system to evaluate the emissions of cars that cross the border. They are working to decided how to accept used vehicles into Mexico, so that these vehicles meet specific emissions standards. Another problem is that of economics: the United States is a large supplier of older used automobiles (which have higher emissions), and Mexicans can afford to purchase these vehicles as opposed to new ones. The problem involves how to create emissions standards without limiting the purchase of used cars by Mexican citizens.
**QUESTION:** Kevin Sampson, Syntropic Systems, asked how these stakeholders can focus resources to change attitudes of the local consumer to incorporate more environmentally-friendly lifestyles.

José Raúl Félix, Baker and McKenzie, stated that in the long-term education would be the key to changing attitudes, but in the short-term fines and strict repercussions would have to be the answer.

**QUESTION:** Mike McCoy, member of the public, asked about the situation with the Sempra power plant in Mexicali Valley, and what was going to be done binationally for emissions standards and the transmission of energy across the border?

Paul Ganster, COBRO Chair, said that standardization is difficult for businesses to achieve, so harmonization of standards (especially binationally) would facilitate better business proceedings between companies, states, and local governments.

**QUESTION:** Sean O’Keefe, Beacon Environmental, stated that vehicle emissions tend to be the leading cause of climate change in the region, but only 5 percent of efforts were being directed towards changing this source. What technologies were being implemented to improve this situation?

Susan Freedman, SANDAG, commented that in the RCAP currently under development, transportation is the main focus of emissions reduction. She stated that as of right now, congestion management is the primary tool that is being used to reduce GHG emissions. However, new technologies are being examined to address this problem.

Efraín Nieblas, Secretariat of Environmental Protection of the State of Baja California, stated that 80 percent of emissions in Baja California are from the generation of electricity. They are focusing on renewable technologies to reduce these emissions. Also, to reduce transportation emissions, they are developing a mechanism to evaluate emissions from vehicles, and to implement the use of cleaner fuels.

**QUESTION:** Paula Stigler, San Diego Foundation, asked how each region will address the impacts of policies on vulnerable populations?

Susan Freedman, SANDAG, stated that one of the guiding principles of the RCAP is to service the underserved communities. SANDAG, for example, is holding workshops in communities that are generally not involved in these decision-making processes to educate and understand their opinions.

10. CONCLUSIONS

COBRO Chair Paul Ganster concluded by thanking all participants and attendees. He stated that the outcomes and conclusions drawn from the seminar will be outlined for discussion at the next COBRO meeting on July 7, 2009.
2009 Binational Seminar Recommendations

1. Recognize the importance of encouraging all levels of agencies and stakeholders in our San Diego – Baja California region to mutually agree on priority aspects of climate change collaboration, including mitigation, adaptation, and education strategies.

2. Encourage the inclusion of strategies for collaboration and sharing information on regional climate change action plans in San Diego and Baja California.

3. The Fiscal Year 2010 binational event should follow up on topics related to climate change planning.

4. In Fiscal Year 2010, produce a progress report on developments and actions taken in climate change planning as a result of the 2009 seminar recommendations.
COMPASS CARD STATUS UPDATE

Introduction

The Compass Card was launched in May 2009 for COASTER and Premium Express Bus pass holders. SANDAG, Metropolitan Transit System (MTS), and North County Transit District (NCTD) have completed a comprehensive upgrade of the software and field devices.

Since last month’s report, SANDAG, MTS, and NCTD have increased the total distribution of Compass Cards by approximately 4,600. The increased distribution was attained through the phased launch of Regional passes on the Compass Card and by beginning Compass Card sales at some VONS locations. System and customer reports indicate that this increase has gone smoothly, and SANDAG working with MTS is looking at another incremental increase.

Discussion

The Compass Card has been in revenue operation since May 2009. Primarily, these Compass Cards are used by COASTER monthly pass holders and the Premium Express bus riders in the Interstate 15 corridor. Starting on September 20, 2009, SANDAG and MTS began selling Regional monthly passes through five VONS stores and at the MTS Transit Store located in downtown San Diego. As of mid-October, the region had sold an additional 4,600 Compass Cards. This now increases the total Compass Cards in circulation to approximately 12,000, including MTS, NCTD, and SANDAG employee passes.

Sales have gone well at the five VONS locations. SANDAG and MTS staff were on hand during peak selling periods to introduce the new Compass Cards and to answer questions from transit patrons. MTS and SANDAG are working with VONS to increase the number of locations that offer the Compass Cards by the end of the month.

Staff anticipates the complete transition of the paper Regional pass and SPRINTER/BREEZE pass to the Compass Card will occur over a three- to four-month timeframe. This will give both the transit agencies and SANDAG sufficient time to conduct marketing and education to the riding public as well as give patrons time to adjust to the new fare media before eliminating paper monthly passes.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: James Dreisbach-Towle, (619) 699-1914, jdr@sandag.org
3-Minute Speech, October 9th, to SANDAG Board

Chair and Board: I am Mike Bullock from Oceanside.

Our military has identified global warming as the number 1 threat to our national security and I am sure we are all patriots.

I have submitted a detailed description of needed changes for the draft RES, focusing on transportation.

The RES needs to cover transportation comprehensively. EPIC’s GHG Inventory reports that 41% of our GHG emissions are from cars and light-duty trucks.

Figure 1 of my handout shows what will happen if we continue with business as usual (BAU). It accounts for our “going electric”, which we must do, by using the AB1493 fleet average for CO2 per mile. Based on Figure 1, driving reductions can be computed. EPIC said San Diego County must drive 10% less than BAU by 2020. Figure 1 shows the following, for California. By 2020 we must drive 4% less than we do right now and 25% less than BAU. By 2025, we must drive 14% less than we do right now; by 2030, its 20% less. So why are building more highway lanes?

The CTC guidelines require the RTP to consider the pricing of parking and driving. Since reducing driving is a big part of the problem and is difficult, about 50% of the RES needs to be devoted to this topic. Currently it is 4 pages of 46.

I submitted 4 new sections for the RES, about 20 pages, as follows

- Transit System Redesign and Expansion (1 page)
- Universal Unbundling of the Cost of Car Parking (6 pages)
- Comprehensive Road-Use-Fee Pricing System (12 pages)
- Education and Projects to Support Bicycle Transportation (1 page)

Regarding SB375, SANDAG must be able to model pricing of parking and driving. It must show, in its RTP, that we meet our CARB-provided GHG reductions, from cars and light-duty trucks. It is NOT true that we can do this by just rezoning. That notion is far fetched. We will need pricing to be successful.

How to price parking: full market, congestion priced but give the earnings back to those that paid for the parking, are paying for the parking, or are the group that were given use of the parking: people in the parking’s “Beneficiary Group”, such as employees, train riders, renters, consumers, etc.

This is complicated but RFID, scanners, computers, cameras, automatic statements, etc make this easy to do, right now. Email me for details.

******************************************************************************

Bullock 3-Minute Speech to EWG

August 27, 2009
SR 11/Otay Mesa East
Port of Entry (POE)

Study Area

Proposed State Route 11

POE
Otain Mesa

Proposed Port of Entry

POE
East Otain Mesa
Programmed Funding Available:

- State (STIP) Tier II Env./Eng. $13.0 M
- Federal (SAFETEA-LU) Tier II Env./Eng. $0.8 M
- State (Prop. 1B TCIF) Construction $75.0 M

Total $88.8 M

Remaining Funds Needed:
(Toll Funds/Other): $526.2 - 626.2 M

Project Schedule

- Develop Financial Strategy 2009
- Tier II Environmental Doc. 2010
- Design/Right of Way 2011
- Begin Construction 2012-13
- End Construction 2014-15
Recommendation

The Transportation Committee recommends that the Board of Directors direct staff to implement the approach outlined in the report, to develop the financial team that would work with Caltrans and SANDAG staffs to develop and implement the financial strategy for the project.
Challenges and Opportunities for Crossborder Climate Change Collaboration

Retos y Oportunidades para la Colaboración Transfronteriza en materia de Cambio Climático
Challenges and Opportunities for Crossborder Climate Change Collaboration

Retos y Oportunidades para la Colaboración Transfronteriza en Materia de Cambio Climático

White Paper is available at www.sandag.org
Challenges and Opportunities for Crossborder Climate Change Collaboration

Retos y Oportunidades para la Colaboración Transfronteriza en Materia de Cambio Climático
Recommendation

The Borders Committee recommends that the Board of Directors approve the recommendations from the 2009 Binational Seminar (Attachment 2).